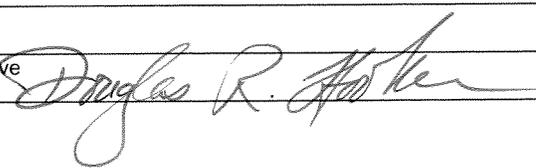


**APPLICATION FOR  
FEDERAL ASSISTANCE**

<b>1. TYPE OF SUBMISSION:</b> Application		<input type="checkbox"/> Pre-application	<b>2. DATE SUBMITTED</b> March 15, 2005	Applicant Identifier	
<input type="checkbox"/> Construction	<input type="checkbox"/> Construction		<b>3. DATE RECEIVED BY STATE</b>	State Application Identifier	
<input checked="" type="checkbox"/> Non-Construction	<input checked="" type="checkbox"/> Non-Construction		<b>4. DATE RECEIVED BY FEDERAL AGENCY</b>	Federal Identifier	
<b>5. APPLICANT INFORMATION</b>					
Legal Name: State Road and Tollway Authority			<b>Organizational Unit:</b> Department:		
Organizational DUNS:			Division:		
<b>Address:</b> Street: 1170 Marietta St. NW Suite 2500 City: Atlanta			<b>Name and telephone number of person to be contacted on matters involving this application (give area code)</b> Prefix: Mr.		
County: DeKalb			First Name: Erik		
State: Georgia		Zip Code 30303	Middle Name		
Country: USA			Last Name Steavens		
			Suffix:		
Email: esteavens@georgiatolls.com					
<b>6. EMPLOYER IDENTIFICATION NUMBER (EIN):</b> <input type="text" value="5"/> <input type="text" value="8"/> <input type="text" value="1"/> <input type="text" value="5"/> <input type="text" value="4"/> <input type="text" value="1"/> <input type="text" value="0"/> <input type="text" value="8"/> <input type="text" value="4"/>			Phone Number (give area code) 404-893-6139		Fax Number (give area code) 404-893-6144
<b>8. TYPE OF APPLICATION:</b> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify) <input type="checkbox"/> <input type="checkbox"/>			<b>7. TYPE OF APPLICANT:</b> (See back of form for Application Types) A. State Other (specify)		
<b>10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:</b> TITLE (Name of Program): <input type="text" value="2"/> <input type="text" value="0"/> <input type="text" value="2"/> <input type="text" value="0"/> <input type="text" value="5"/>			<b>9. NAME OF FEDERAL AGENCY:</b> Federal Highway Administration		
<b>12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):</b> Fulton County and DeKalb County in Georgia			<b>11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:</b> I-75 South Feasibility of HOT/TOT Implementation		
<b>13. PROPOSED PROJECT</b> Start Date: December 2005			<b>14. CONGRESSIONAL DISTRICTS OF:</b> a. Applicant 5th		
Ending Date: December 2006			b. Project 5th, 8th and 13th		
<b>15. ESTIMATED FUNDING:</b>			<b>16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?</b>		
a. Federal	\$	440,000 <sup>00</sup>	a. Yes. <input type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON		
b. Applicant	\$	110,000 <sup>00</sup>	DATE:		
c. State	\$	<sup>00</sup>	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372		
d. Local	\$	<sup>00</sup>	<input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW		
e. Other	\$	<sup>00</sup>	<b>17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?</b>		
f. Program Income	\$	<sup>00</sup>	<input type="checkbox"/> Yes If "Yes" attach an explanation. <input type="checkbox"/> No		
g. TOTAL	\$	550,000 <sup>00</sup>			
<b>18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.</b>					
a. Authorized Representative					
Prefix Mr.	First Name Douglas		Middle Name		
Last Name Hooker		Suffix			
b. Title Executive Director			c. Telephone Number (give area code) 404-893-6100		
d. Signature of Authorized Representative 			e. Date Signed		

# I-75 South Feasibility of HOT/TOT Implementation

*FHWA Value Pricing Pilot Program*

*Integrated 10-Point Detailed Proposal (DP) and 6-Point Sketch Plan (SP)*

*Submitted by: State Road and Tollway Authority (SRTA, Georgia)*

*in conjunction with:*

*Georgia Department of Transportation (GDOT)*

*Georgia Regional Transportation Authority (GRTA)*

*Atlanta Regional Commission (ARC)*

*March 15, 2005*

## 1. CONGESTION PROBLEM TO BE ADDRESSED (DP1 & SP1)

***A description of the congestion problem being addressed (current and projected) [DP1]. Congestion problem to be addressed [SP 1].***

The State Road and Tollway Authority, Atlanta Regional Commission, the Georgia Regional Transportation Authority, and the Georgia Department of Transportation are proposing to study the feasibility of several pricing techniques in the I-75 South Corridor that extends from I-285 South to SR 16 near the City of Jackson.



I-75 South Corridor

### ***Regional Importance***

I-75 south of Atlanta is recognized as one of the most critical transportation corridors in Georgia, connecting the greater Atlanta metropolitan area to various population, employment and distribution centers in middle and South Georgia.

This corridor not only is the primary facility supporting the explosive growth in the burgeoning southern suburbs but is a critical regional and national freight corridor from Michigan to Florida. The corridor connects Atlanta, the major distribution center of the southeast, to the Port of Savannah, the fastest growing container port in the U.S. This dependence generates high freight activity in the Atlanta region focused mostly south of I-20. Further, according to an ARC freight study based on REEBIE data, 92% of goods movement in the Atlanta region is by trucks. Trucking is by far the dominant mode of freight transportation in the region.

I-75 is a heavily traveled facility with over 190,000 vehicles per day just south of I-285 to 123,000 in McDonough; these figures are expected to grow to over 240,000 and 182,000 respectively in 2030. One of the reasons for the high volume is that the I-75 South Corridor is a major attractor of population and employment. This trend is expected to continue and push development southwards into Clayton and Henry Counties. Recognizing the high residential and freight growth potential along this corridor, the goal of this study is to acquire an understanding of how innovative road pricing strategies can accommodate these expected increases in travel, while, at the same time, preserving the corridor as a catalyst for regional mobility, economic development, and as a strategic national transportation corridor.

### ***Explosive Growth***

Substantial residential and industrial growth is occurring along the I-75 South Corridor. New developments are being proposed and built in the corridor on a continual basis. A significant contribution to congestion levels on I-75 South Corridor is the high volume of freight movement. The I-75 South Corridor is a major freight corridor for both inter and intra state freight travel and as such is critical to freight movement in the U.S. The south side of the Atlanta region has the most freight intensive land uses including two major inter modal rail yards, the airport, and a high concentration of warehousing and distribution centers.

**Growth on the Southside of Atlanta is Exploding!**

	<i>Year 2000</i>		<i>Year 2030</i>		<i>Growth</i>	
	<i>Population</i>	<i>Employment</i>	<i>Population</i>	<i>Employment</i>	<i>Population</i>	<i>Employment</i>
Fayette County	91,263	35,100	187,127	92,196	105%	163%
Clayton County	236,517	135,900	298,794	183,352	26%	35%
Henry County	119,341	32,900	370,530	107,563	211%	227%

Source: Atlanta Regional Commission

**Travel and Traffic Growth**

	Maximum Daily traffic		Percent Trucks (AM%/MD%)		Average Minutes of Delay (AM/PM)	
	2005	2030	2000	2030	2000	2030
	I-75	192,630	242,000	28/34	33/41	19/22
I-675	73,460	90,330	29/37	34/42	4/6	8/9
I-285	172,590	215,870	24/32	28/34	4/4	8/15

Source: Atlanta Regional Commission

I-75 statistics are from I-285 south to SR 20

I-675 statistics are from I-285 south to I-75

I-285 statistics are from I-75 east to I-675

As illustrated above, population and employment growth greatly outweighs the ability of the transportation system to accommodate anticipated growth. ARC's \$53 billion long-range transportation plan attempts to accommodate congestion by providing transportation choices and intensifying the effort to strengthen the land use and transportation nexus. However, even with this considerable investment in the transportation system, the regional needs will exceed the anticipated federal, state, and local transportation funding as the region continues to grow and prosper. This is especially true in the South side of the region. In the I-75 South Corridor, the ramifications of tripling the population will be felt throughout the entire transportation system from Interstates to arterials. Value Pricing is a tool to manage and protect the operating efficiency of the most economically significant facilities – interstates – and maximize the use of capacity.

The recently concluded Atlanta Area HOT/TOT Feasibility Study, increases the understanding of the importance of pricing both automobile and truck traffic and its projected growth and financial support from users, and provides qualification to the need and feasibility of investigating the application of HOT and/or TOT lanes in the corridor.

### **Regional Priority**

In addition, the Atlanta Regional Commission's Congestion Management System (CMS) indicates that the I-75 south corridor is one of the most severely congested in the Atlanta region. Based on the CMS analysis, the average daily duration of congestion in this corridor today is 20 minutes. By 2030, if no new improvements are implemented, this number jumps to 2.5 hours, a staggering 750% increase. In fact, by 2030, the I-75 South Corridor is projected to be one of the most congested facilities in the 13-county Atlanta region, making it one of the highest priorities on the CMS. The growth in automobile traffic is magnified by a high percentage of trucks. Based on ARC's travel demand model, the truck percent in the corridor is anticipated to increase from 26% in 2005 to 31% in 2030. Further, there are no other alternate routes to the I-75 South Corridor besides US 41 which cannot accommodate the large freight movement observed on I-75.

## **2. PROPOSED PROGRAM DESCRIPTION (DP 2 & SP2)**

*A description of the proposed pricing program and its goals, including description of facilities included, and, for implementation projects, expected [[Page 23081]] pricing schedules, technology to be used, enforcement programs, and so on [DP 2]. Nature of proposed or potential pricing projects to respond to that problem, including overall project goals, and potential facilities to be included [SP 2].*

### **Goals and Objectives of the Value Pricing Program on I-75 South Corridor**

The pre-project study goals are threefold:

1. Evaluate the use of value pricing on the I-75 South Corridor to better manage travel and optimize the use of the corridor.
2. Evaluate specific techniques to address the safe, efficient movement of freight; and,
3. Efficiently allocate expenditures of public funds in the corridor for maximum benefit and potentially provide an alternate revenue stream that could fund additional improvements.

The study will examine the feasibility for the use of the following pricing policies and concepts to determine the most appropriate strategy or strategies to be used in the corridor to improve system performance:

- Truck Only Toll Lanes in combination with ITS technology;
- Truck Only Toll Lanes in combination with public transit provisions;
- Truck Only Toll lanes and the interaction with the planned HOV lane extensions;
- High Occupancy Toll Lanes in combination with public transit provisions; and,
- High Occupancy Toll Lanes in combination with Truck Only Toll Lanes with public transit provisions.

Given the high volume of freight traffic in the I-75 South Corridor, it is important to understand the economic forces that drive route decisions from freight and goods movement perspective. A person's willingness to pay for premium transportation services is readily understood and is found in the many studies sponsored through this program. Understanding the transportation economics of the freight community is more closely tied to savings related to delivery time or just-in-time, reliability, time-of-day, and delivery frequency. As such, the anticipated "savings" provided by a facility that guarantees reliability and quality service is not necessarily realized by the vehicle operator but rather by the freight company. Therefore, traditional metrics employed in the evaluation of a person's willingness to pay, travel time savings, value of time, safety etc, may not be the primary forces that compel the use of truck only, or truck only toll lanes. This study seeks to quantify the direct benefits of truck only toll lanes to the

trucking industry; these benefits may include travel time savings, operating cost savings, operating efficiency, reliability savings, and safety benefits for the trucking industry and the motoring public. In addition, this study seeks to estimate the price points which both automobile and truck traffic will be willing to utilize an exclusive facility.

The overall intent of the study is to address the following questions:

- Is value pricing feasible in the I-75 South Corridor?
- If feasible, what configurations are most beneficial?
- Can pricing “manage” demand effectively?
- What are the regional efficiencies and benefits?
- Would the toll revenue be sufficient to accelerate managed lanes construction, if so, how soon?
- What are the conceptual pricing options?
- How much is the freight community willing to pay for reliable travel times?
- What is the impact to regional transportation networks?

### ***Potential Facilities to Be Included***

The proposed study area will investigate the I-75 South Corridor from I-285 south to SR 16 (near Jackson). In addition, I-675 and I-285 (from I-20 to I-85) shall be given consideration due to adjacent major destinations attractors, as well as maximizing the utility of the system and system investments.

### **3. SOCIAL AND ECONOMIC EFFECTS (DP 3)**

***Preliminary estimates of the social and economic effects of the pricing program, including potential equity impacts, and a plan or methodology for further refining these estimates for all pricing project(s) included in the program [DP 3].***

The social and economic effects of the pricing program are unknown at this time. However it is anticipated that through the course of the study the following shall reveal the social and economic effect of value pricing in the I-75 South Corridor.

- Assess the impacts on neighborhoods and low-income population through the review of current and projected socio-economic data; and,
- Collection, review and evaluation of travel costs to ensure equity; and,
- Assess the freight economic impacts of truck only toll lanes.

### **4. ROLE OF ALTERNATIVE TRANSPORTATION MODES (DP 4)**

***The role of alternative transportation modes in the project, and anticipated enhancements proposed to be included in the pricing program [DP 4].***

Alternative transportation will play an important role in the development of a value pricing concept in the corridor. The motorist’s willingness to pay a fee in exchange for a premium transportation service is a transportation preference choice. ARC’s mobility 2030 long-range transportation plan calls for significant transit investment on the Southside. Specifically, express bus services are scheduled to begin operations in 2007. These services are anticipated to utilize planned HOV facilities to provide competitive travel times to single occupant travel. The vitality of the HOV lanes under the current occupancy policy, HOV2+, degrades over time resulting in similar congested travel speeds as the general-purpose lanes. The use of pricing is a management tool to protect competitive travel times.

As stated above, two alternative transportation modes are currently proposed in the project area: (1) high occupancy vehicles and (2) express bus transit services. Any available excess HOV capacity is an important component in considering additional alternative modes in the ultimate managed lane configuration. This study will determine how much usable HOV capacity is available; and if HOT and/or TOT lanes were implemented, how much revenue is available for use in funding transit services or other enhancements specific to this corridor. In addition, the project will evaluate the proposed concept of truck only tolling along the I-75 South Corridor between the I-285 interchange and SR 16.

Furthermore, a substantial transportation demand campaign has been initiated by the Hartsfield Area Transportation Management Area (HATMA). This plan encourages the formation of car pools and vanpools in the Hartsfield-Jackson International Airport area. As a supporting mechanism, HATMA is currently investigating the potential implementation of a supporting circulating shuttle services to ensure mobility within the transportation management area.

Together, these strategies will provide transportation choices to customers of the I-75 South Corridor and shall provide greater opportunities for the utilization of alternative modes within a priced managed lanes solution.

## **5. TIMELINE (DP 5 & SP 2)**

*A time line for the pre-project study and implementation phases of the project (proposals indicating early implementation of pricing projects that will allow evaluation during the life of TEA-21 will receive priority) [DP 5]. Time line for study and possible implementation of value pricing projects [SP 2].*

The I-75 South HOT/TOT Feasibility Study will be conducted in three phases. The first phase is a feasibility assessment of HOT/TOT lanes on I-75 South Corridor; the second phase, providing a viable and acceptable solution is recommended from Phase 1, is a preliminary design, detail project costing and financial feasibility assessment; the third and final phase is implementation, including detail Environmental Impact Statement (or EA), institutional arrangements, investment grade traffic and revenue study and construction.

The first phase, which is the subject of this application, is schedule to be complete within 12 months of contracting.

## **6. DETAILED PROJECT TASKS (DP 6 & SP 6)**

*A description of tasks to be carried out as part of each phase of the project, and an estimate of costs associated with each [DP 6]. Plans for pre-project study, or findings from complete pre- project studies [SP 6].*

### **Scope of Work**

#### *Task 1. Baseline Traffic and Operating Conditions*

The objective of this task shall be to develop baseline traffic and operating conditions for the study corridor and competing facilities for use in benchmarking system performance prior to implementing value pricing in the corridor. This evaluation will include the use of the Atlanta Regional Commission's travel demand model in concert with traffic counts on the facility and alternate routes, travel time and delay studies, and targeted survey of potential freight distributors.

Particular attention would be given to accurately representing current and future passenger and freight movement along this corridor and how TOT lanes could be expected to interact with HOV/HOT lanes and public transit provisions. The 13-county model that ARC currently maintains already has the capability to post process variable pricing concepts but a more thorough understanding of freight movement and willingness of the freight industry and other users to voluntarily use a tolled lanes is needed to assess the

viability of this concept (e.g. the model needs to accurately reflect efficiencies from the perspective of the freight industry and other users).

The objective of performing targeted surveys of the freight community would be to obtain accurate measures of travel patterns and route choice. Freight providers would be requested to provide trip information with respect to origin, destination, frequency, etc. The Atlanta Regional Commission is preparing to embark on an extensive study of freight movement in the Atlanta area, it is anticipated that the product of ARC's study shall be part of the arsenal of baseline data used in the evaluation of freight and goods movement and their willingness to pay for exclusive facility.

#### *Task 2: Market Research*

The primary driver when implementing a value pricing program is to manage and protect a facilities performance through behavioral changes. Central to the understanding of the forces that will be required to influence travel behavior is an understanding of a motorists' willingness and ability to change travel time, travel route, or the socio-economic impacts of additional transportation related costs (tolls).

Task 2 will evaluate public and freight industry acceptability of potential pricing strategies through surveys of potential users. This task shall also determine user perceptions of managed lanes (HOT & TOT), truck usage and the interaction of public transit. Particular attention would be focused on the freight industry's reaction to truck tolls and how these perceptions vary by the size of the trucking company (e.g. large trucking firms versus owner-operators) and freight movement distance (e.g. metro-Atlanta goods movement and non-local goods movement).

Survey Trucking Managers – The objective of this task is to determine whether freight movement would a) utilize a truck only facility, b) target or shift operation to avoid peak period tolls, c) garner an understanding of the economic efficiencies of guaranteed and more efficient travel times.

Stakeholder Interviews – A series of meetings will be held with leaders representing a broad base of opinion in the corridor. It is anticipated that these interviews be conducted with the following leadership.

- Local and state government elected and agency officials;
- Business Leaders;
- Transportation Management Associates;
- Freight Community;
- Commuter Groups; and,
- Neighborhood Associations.

Stated Preference Survey – A stated preference survey shall be conducted of a sample of existing facilities users designed to assess willingness to pay, ability to shift travel time and other behavioral responses to various pricing strategies. The resulting data shall provide detailed information on value of time, frequency of use, potential shift in travel time and potential shift in modes.

#### *Task 3: Travel Model Development*

Value pricing, and especially HOT and TOT facilities, requires the development of corridor specific complex travel demand and operational models. These models are required to recognize and assess the dynamic sensitivities and relationships between the general purpose lanes and the priced lanes on a continual basis. It is proposed that this understanding be taken from a combination of the regional travel demand model and a more focused facility specific micro-simulation model.

This task would utilize the travel demand model to assess demand in the corridor and develop a micro-simulation model to deal with the operational nuances genetic to variable dynamic pricing. This task

shall develop and calibrate and validate a facility specific operational model capable of assessing the use of priced lanes (HOT, TOT, or both).

Techniques developed by SRTA, using funds received through the FHWA Value Pricing Program, for the I-75/I-575 HOV/BRT Value Pricing Study (I-75 North) will be employed for the I-75 South Corridor. These techniques include provisions to more accurately make trip assignments based on dynamic assumptions on value of time.

*Task 4: Traffic and Toll Revenue Analysis*

This task includes utilizing the travel demand and traffic operational tools described above to estimate traffic and toll revenue for the proposed managed lanes. This analysis will include a series of conceptual alternatives (including access points) along with a family of tolls rates (by direction). Analyses shall be performed over multiple years to estimate corridor demand, potential usage and a 20-year revenue stream.

*Task 5: Traffic Operations Analysis*

Traffic operation analyses will be undertaken, primarily focused on the access/egress alternatives and resulting transitions between HOT/TOT lanes and general-purpose lanes. This analysis shall include a "level-of-service" analysis of each proposed conceptual alternative, as compared with the existing conditions and with the proposed HOV lane configurations.

*Task 6: Sensitivity Tests*

As with any feasibility study the resulting traffic and toll revenue forecasts are based on a variety of assumptions such as value of time, economic growth forecasts, competing highway improvements etc. Sensitivity tests quantify departures from the baseline by adjusting basic assumptions and quantify the impact to the initial traffic and toll revenue forecasts. Value pricing projects are hyper-sensitive to changes in growth, value of time, and other parameters since the majority of the forecast is driven by travel time savings.

*Task 7: Documentation and Meetings*

This task will include the development of a draft and final study reports, which shall fully document the first phase of the study described above.

*Task 8: Development of Implementation and Monitoring/Evaluation Plans*

This task will develop a specific Implementation Plan for the project (Phases 2 & 3). The plan shall create an overall implementation schedule, identify roles and responsibilities for completing each phase, task and subtask. The development of the Implementation Plan will involve coordination between SRTA, GDOT, GRTA, the Governor's Office and other key players.

To protect the integrity of the value pricing program in the Atlanta region a Monitoring and Evaluation plan is critically important for continued success in this and future corridors. The goals of the plan are:

- Provide an independent assessment of the applicability and performance of value pricing concepts in the context of HOT and TOT facilities in the I-75 South Corridor.
- Identify and illustrate the critical success factors for future implementation in other candidate corridors in Georgia.
- Quantify the anticipated benefits to all users (both paying and non-paying customers) as proof of successful implementation.
- Identify performance criteria to service providers and operators to ensure maximum operation efficiencies and a report card to the project owner and administrator.

**Study Budget**

A proposed study budget has been developed by major task for the Phase 1 work program. The Value Pricing Program is expected to cover 80% of the eligible project costs; SRTA will provide the remaining 20%. It is anticipated that all the tasks for phase one will take place in 360 days. Some of the proposed tasks will run concurrently.

**Summary of Funds (Requested and Match)**

<i>Task</i>	<i>Federal Funds Requested</i>	<i>Local Match</i>	<i>Total</i>	<i>Estimated Schedule</i>
1. Baseline Traffic & Operating Conditions	\$60,000	\$15,000	\$75,000	120 Days
2. Market Research	\$120,000	\$30,000	\$150,000	120 Days
3. Travel Model Development	\$40,000	\$10,000	\$50,000	30-Days
4. Traffic and Toll Revenue Analysis	\$120,000	\$30,000	\$150,000	60-Days
5. Traffic Operations Analysis	\$20,000	\$5,000	\$25,000	30-Days
6. Sensitivity Tests	\$20,000	\$5,000	\$25,000	30-Days
7. Documentation and Meetings	\$40,000	\$10,000	\$50,000	60-Days
8. Implementation and Monitoring Plans	\$20,000	\$5,000	\$25,000	30-Days
<i>Phase 1 Totals</i>	<i>\$440,000</i>	<i>\$110,000</i>	<i>\$550,000</i>	<i>360-Days</i>

**7. EVALUATION (DP 7)**

*Plans for monitoring and evaluating value pricing implementation projects, including plans for data collection and analysis, before and after assessment, and long term monitoring and documenting of project effects [DP 7].*

Task 8 in the Phase 1 work program details the development of a monitoring and evaluation plan for the I-75 South Corridor. The plan is initiated upon implementation. The goal of the plan is to assess the impact of pricing managed lanes in the I-75 South Corridor on the remaining free lanes, adjacent and competing facilities, population and employment trends, system efficiency and other metrics of interest. Data collected and synthesized in Task 1 of the initial phase shall provide the benchmark for before and after comparisons following implementation.

**8. FINANCIAL PLAN (DP 8)**

*A detailed finance and revenue plan, including for implementation projects a budget for capital and operating costs; a description of all funding sources, planned expenditures, proposed uses of revenues, and a plan for projects to become financially self-sustaining (without Federal support) within three years of implementation [DP 8].*

The finance and revenue plan will be determined following the pre-project study, since the operating and pricing strategy is unknown at this time. At the conclusion of Phase 1, if a tolled alternative is determined to be both feasible and desirable by the stakeholders then a detailed costing and preliminary design shall be conducted in Phase 2. A detailed finance and revenue plan will be developed at this time.

Irrespective of the ultimate financial package for implementation and construction of HOT, TOT, or combinations of lanes, it is envisioned that all Value Pricing Pilot Program dollars be utilized during Phases 1 and 2 and be utilized within the three-year time frame. Due to the State of Georgia’s desire to

provide needed infrastructure sooner than could be accomplished via traditional financing avenues, implementation could be accelerated through the reinvestment of toll revenue. Additionally, the State of Georgia's SB 257 (OCGA 32-3-78 and 79), Unsolicited Public-Private Proposals and Initiatives legislation is the framework for the GDOT to accept unsolicited public-private proposals. If private funding were to be included in the finance package, it would be desirable, but not essential, for the facility to be fully self-sustaining.

## 9. PLANS FOR INVOLVING KEY AFFECTED PARTIES (DP 9 & SP 4)

*Plans for involving key affected parties, coalition building, media relations, etc., including either demonstration of previous public involvement in the development of the proposed pricing program, or plans to ensure adequate public involvement prior to implementation [DP 9]. Extent of public participation in the development of the proposal, or of plans for future public participation activities. Potential equity consequences of any proposed projects should be portrayed in general terms, and if adverse impacts are anticipated, preliminary plans for responding to such problems should be identified [SP 4].*

Building on the focus groups and corridor survey information developed during this initial phase, SRTA will work with key stakeholders and planning partners to develop understanding and support for the implementation of priced managed lanes in the I-75 South Corridor. The primary thrust of the involving key affected parties and key stakeholders is the ultimate goal of implementing a long-term value pricing project in the I-75 South Corridor. This will require active participation from a broad-base coalition of corridor representatives. In pursuit of this "buy-in" the following public participation activities are proposed:

- Conduct interviews with business owners and employer in the I-75 South Corridor;
- Conduct focus group meeting with corridor residents;
- Utilize the MPO committee structure to inform and educate regional leaders;
- Freight Community involvement: ARC freight task force/ Metro Atlanta Chamber of Commerce Logistics Council; and
- Interaction with the Georgia Motor Truck Association and its members.

## 10. LEGAL AND ADMINISTRATIVE REQUIREMENTS (DP 10 & SP 5)

*Plans for meeting all Federal, State and local legal and administrative requirements for project implementation, including necessary Federal-aid planning and environmental requirements. The FHWA will give priority to proposals where projects are included as a part of (or are consistent with) a broad program addressing congestion, mobility, air quality and energy conservation, where an area has congestion management systems (CMS) for Transportation Management Areas (urbanized areas over 200,000 population or those designated by the Secretary) and the congestion mitigation and air quality (CMAQ) program [SP 10]. Legal and administrative authority needed to carry out a value pricing project, extent to which these have been obtained, and further steps needed to obtain necessary authority [SP 5].*

SRTA, GRTA, and GDOT are active participants in the Atlanta Regional Commission, as well as a recipient of both FHWA and FTA funds. All three agencies have in place appropriate mechanisms to ensure that all federal and state requirements are met. Required approvals, clearances, and coordination from and with appropriate federal, state, and local agencies will be obtained prior to implementation.

## **11. SIGNATORIES TO FHWA COOPERATIVE AGREEMENT AND SUPPORT (SP 3)**

*Parties proposed as being signatories to the cooperative agreement with the FHWA. At a minimum, by the time the refined proposal is submitted, the local Metropolitan Planning Organization (MPO) and the owner/operator of the facility or facilities to be priced should express support for the program. Indications of support from affected parties, including representatives of business, labor, industry, transportation users, and/or local residents, or plans for obtaining such support should be included [SP 3].*

The following parties are proposed as being signatories to the cooperative agreement with the FHWA:

1. Georgia Department of Transportation (GDOT)